
**DRAFT MARINE MAMMAL MONITORING PLAN
FOR THE WHARF C-2 RECAPITALIZATION PROJECT
AT NAVSTA MAYPORT, FLORIDA
NAVY REGION SOUTHEAST (YEAR 2)**



Submitted to:

Office of Protected Resources,
National Marine Fisheries Service,
National Oceanographic and Atmospheric Administration

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ACRONYMS AND ABBREVIATIONS

C-2	Charlie Two (Wharf)
dB	decibel
EA	Environmental Assessment
ft.	foot / feet
IHA	Incidental Harassment Authorization
μPa	microPascal
m	meter
MMPA	Marine Mammal Protection Act
NAVSTA	Naval Station
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
POC	point of contact
Project	Wharf C-2 Recapitalization Project
PTS	Permanent Threshold Shift
TTS	Temporary Threshold Shift
USFWS	U.S. Fish and Wildlife Service
ZOI	Zone of Influence

1.0 INTRODUCTION

1.1 Purpose of the Monitoring Plan

The purpose of this Monitoring Plan is to provide protocols for marine mammal monitoring during the proposed recapitalization of Wharf Charlie Two (C-2) at Naval Station (NAVSTA) Mayport, Florida (Figure 1-1). Recapitalization includes demolishing and replacing the existing concrete pile cap, wharf deck, and utilities and installation of a new steel king pile/sheet pile bulkhead around the existing wharf. The project also includes installation of polymeric fender piles along the new wharf bulkhead via vibratory driving. This plan was developed to support the National Marine Fisheries (NMFS) Incidental Harassment Authorization (IHA) Application (U.S. Department of the Navy 2015).

Marine mammal monitoring will be conducted before, during, and after pile driving activities within the zones detailed in Section 2.3, and will represent an important minimization measure to reduce the likelihood of potential injury to marine mammals.

1.2 Scope and Timing

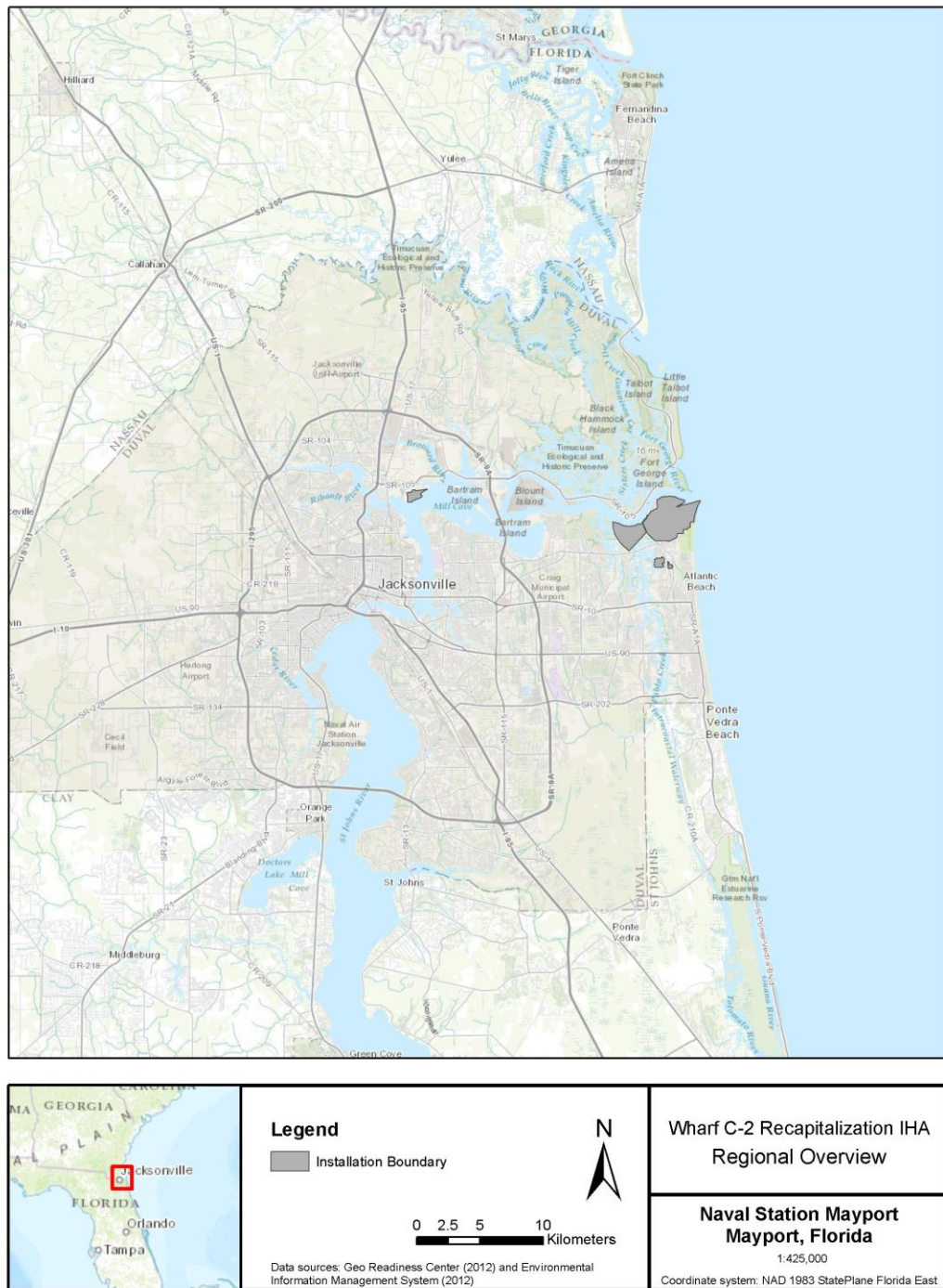
The scope of this Monitoring Plan includes pile driving activities that are necessary for the Wharf C-2 recapitalization project (Project). Sea turtles and smalltooth sawfish (as practicable) will be included in monitoring efforts. However, for the purposes of this submittal to NMFS in support of compliance with the Marine Mammal Protection Act (MMPA), the scope of monitoring in this document is limited to marine mammals. Marine mammal monitoring would be integrated with other marine environmental monitoring if it is required as a result of the Navy's National Environmental Policy Act (NEPA) project review or as a condition of approval by other regulatory agencies.

This Monitoring Plan will be implemented when pile driving is taking place during the period of the requested IHA (1 September 2015 through 31 August 2016) for the Project.

1.3 Management

The Monitoring Plan will be managed by Naval Facilities Engineering Command (NAVFAC) Southeast. Marine mammal monitoring will be carried out by private contractors supported by local technical staff from NAVFAC Southeast and NAVSTA Mayport. NAVFAC Southeast will also be responsible for preparation of the Monitoring Report for the IHA.

Figure 1-1. Regional Location – Naval Station Mayport, Mayport, Florida



2.0 WHARF C-2 RECAPITALIZATION PROJECT

Refer to the Environmental Assessment (EA) (U.S. Department of the Navy 2013b), previous and current IHA Applications (U.S. Department of the Navy 2013a, 2015), and previously issued IHA (National Marine Fisheries Service 2013) for a full description of the Project.

2.1 Project Area

The project area is along the Atlantic coast of northern Florida, and includes the NAVSTA Mayport turning basin out to the limit of the most distant of the acoustic thresholds for all protected species being addressed for the Project (Figure 2-1). The lesser acoustic threshold distances are displayed in Figures 2-2 and 2-3. Acoustic thresholds used in this monitoring report are based on criteria developed by NMFS¹ (70 FR 1871; 74 FR 41684).

2.2 Activities to be Monitored

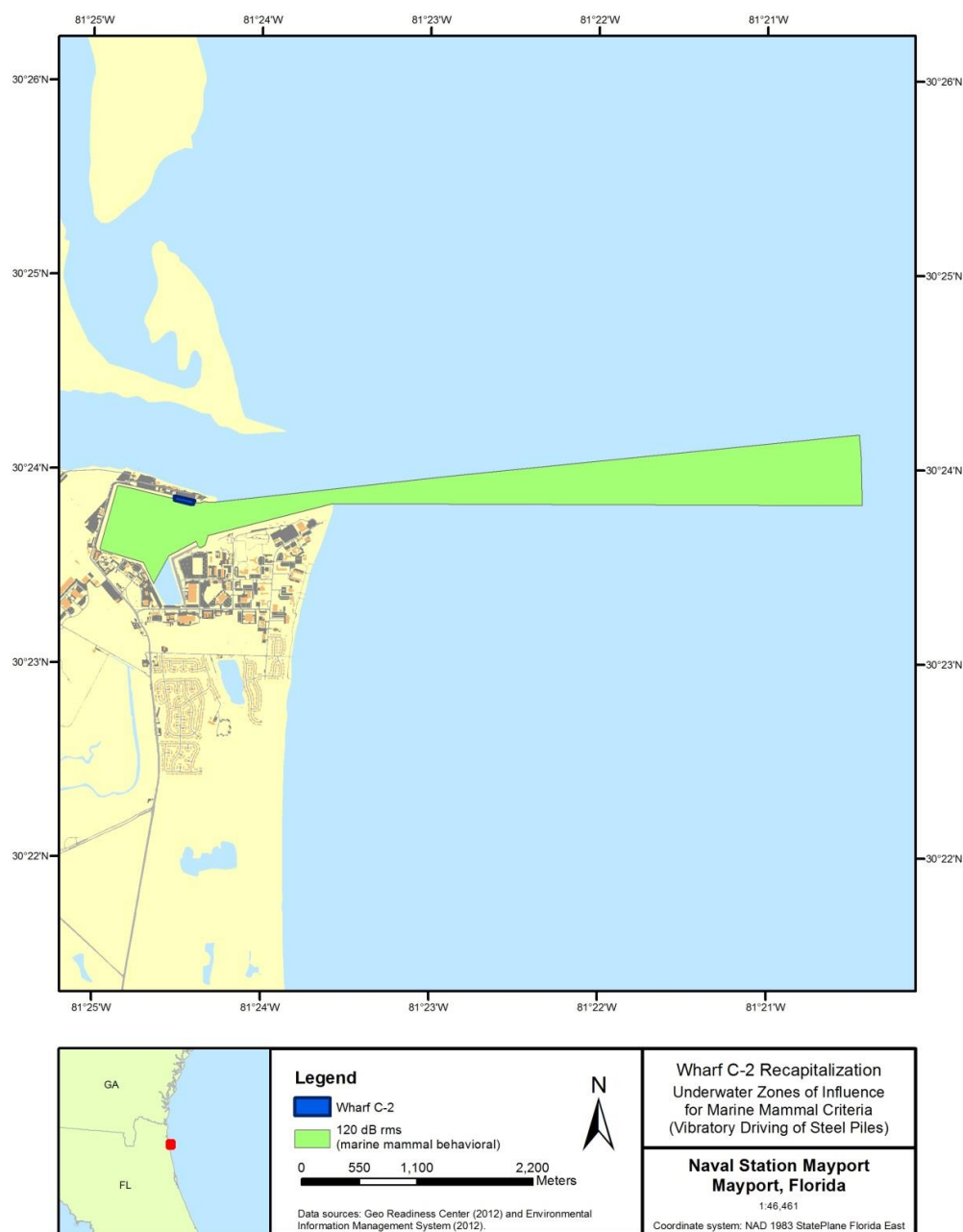
Activities which would be subject to marine mammal monitoring include the following:

- Vibratory pile driving of steel king and sheet piles necessary to construct a new steel sheet pile wall outside the existing bulkhead. Approximately 36 steel sheet pile pairs and 38 steel king piles will be installed with a vibratory driver.
- Vibratory installation of 50 polymeric (plastic) fender piles.
- Contingency-only impact installation polymeric fender piles. Impact driving will only be used if vibratory driving is inadequate or an obstruction that prevents vibratory installation of is encountered.

Marine mammal monitoring will be performed to ensure that in-water activities are stopped if animals occur within the zone of influence (ZOI) for potential injury or a standard 50 feet (ft.) buffer from pile driving activities (Figure 2-4). Monitoring methods are described in Section 3 of this document.

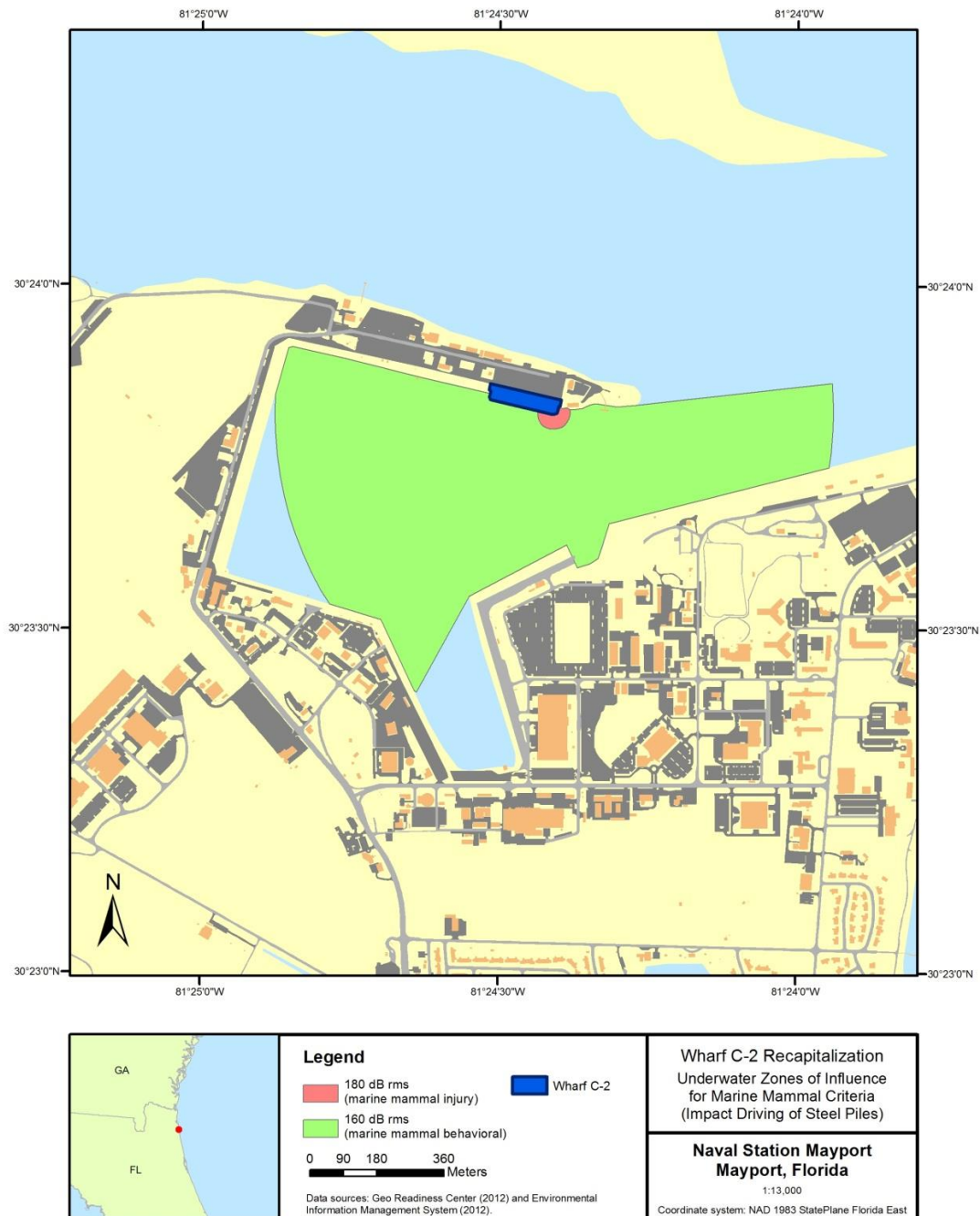
¹ New acoustic criteria covering permanent and temporary threshold shifts (PTS and TTS, respectively) were proposed by NMFS in December 2013. At the time of submittal, these criteria have not been finalized and no implementation guidance has been issued. They are therefore not addressed in this mitigation plan.

Figure 2-1. Injury and Behavioral Zones of Influence for Marine Mammals² – Vibratory Driving of Steel King and Sheet Piles



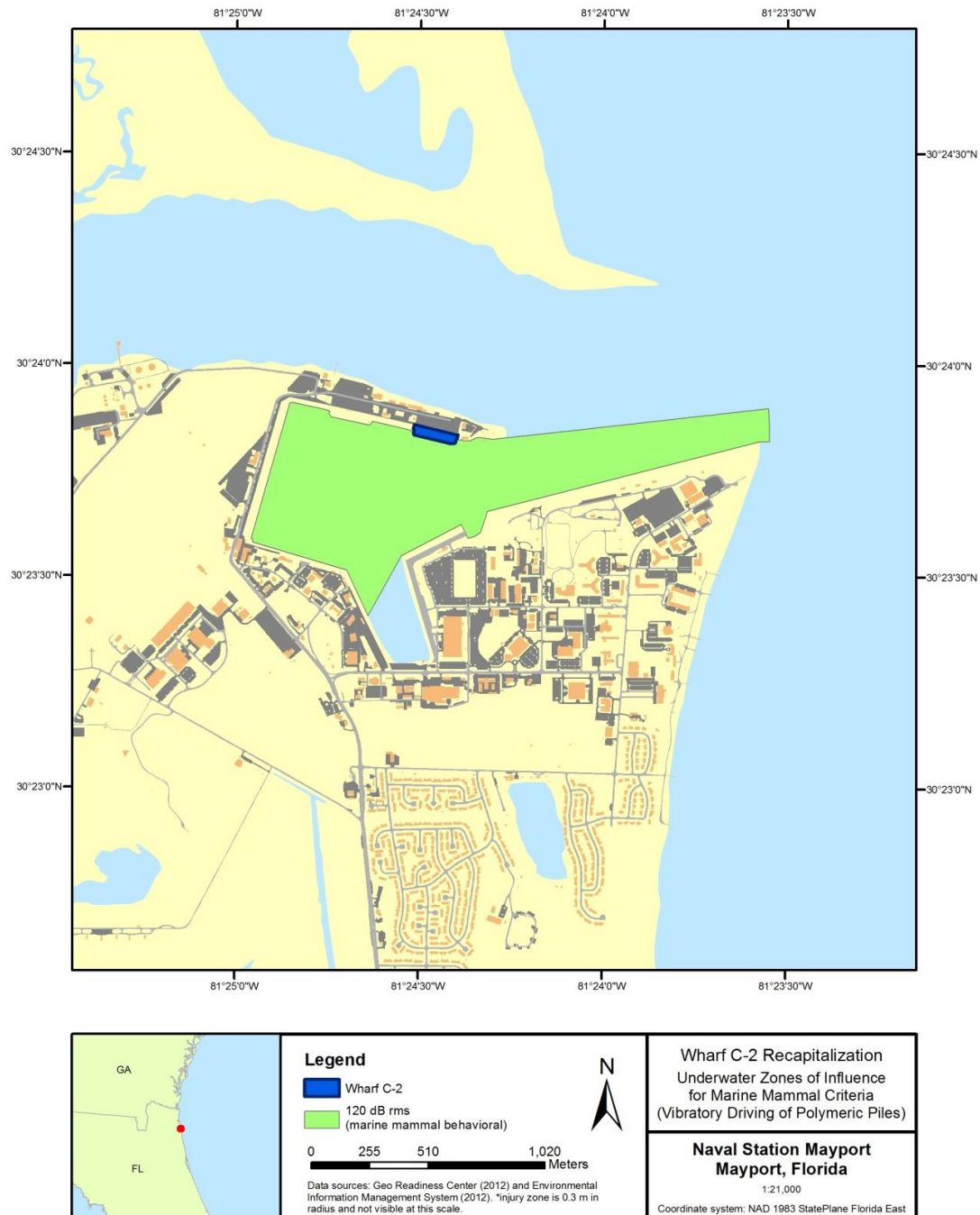
² Official criteria have not been established for West Indian manatees. The Navy's IHA application, Appendix C – Standards Manatee Conditions for In-Water Work, cover standards of practice promulgated by The U.S. Fish and Wildlife Service (USFWS) for manatees.

Figure 2-2. Injury and Behavioral Zones of Influence for Marine Mammals³ – Impact Driving of Steel King and Sheet Piles (Contingency Only)



³ Official criteria have not been established for West Indian manatees; marine mammal injury zone of influence illustrated represents a notional template location

Figure 2-3. Behavioral Zone of Influence for Marine Mammals⁴ – Vibratory Driving of Polymeric Piles



⁴ Official criteria have not been established for West Indian manatees; marine mammal injury zone of influence illustrated represents a notional template location

Pile Installation

The acoustic analysis for vibratory pile driving used the assumption a maximum of three templates (each consisting of five king piles and four sheet pile pairs) would be driven each day. Each pile is anticipated to require no more than 60 seconds to drive by vibratory methods. However, during Year 1 of the Project, the contractor reported that sheet pile installation has taken between 10 and 20 seconds per pile and king pile installation has taken between 10 and 30 minutes per pile. Impact pile driving would only be used as a contingency in cases when vibratory driving is insufficient (a similar project that has been completed at adjacent Wharf Charlie One required impact pile driving on only seven piles). Installation of polymeric piles will also be conducted via vibratory pile driving. Approximately five piles would be driven each day. Similarly, impact driving will only be used if obstructions are encountered, making vibratory driving inadequate.

2.3 Monitoring and Shutdown Zones

Table 2-1 lists the monitoring and shutdown zones, and measures associated with the occurrence of a marine mammal in each zone. For all in-water construction and demolition activities, a minimum protective shutdown zone of 15 m (50 ft.) is proposed. Sound-generating activities with larger shutdown zones follow, based on the maximum modeled distance to the Level A (injury) threshold:

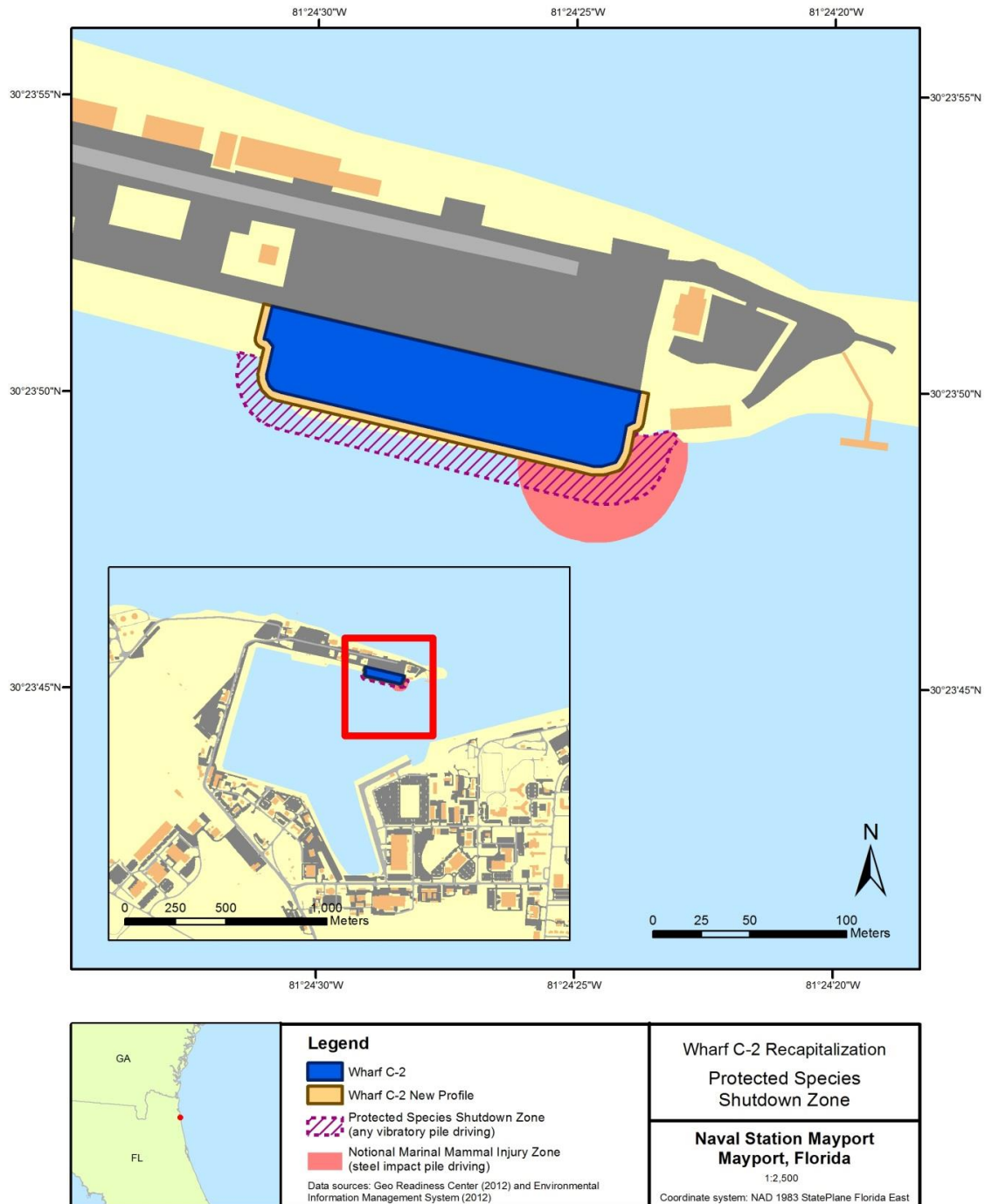
- During vibratory pile driving, the shutdown distance will initially be 15 m.
- If impact driving of steel piles is needed, the shutdown distance for cetaceans will be 40 m during the brief duration of such activities.

Table 2-1. Monitoring and Shutdown Zones

Type of Activity	Distance from Pile Being Driven and Active In-water Equipment (any direction in water)	Measure
All in-water work ¹	50 ft. (15 m)	Shut down all in-water work if a marine mammal, sea turtle, or smalltooth sawfish (surface) is observed in the zone
Impact driving of steel piles (contingency only)	130 ft. (40 m)	Shut down pile driving if a marine mammal is observed in the zone

¹ In-water work is defined as any activity where personnel or equipment are working in the water column. Vessel movement does not constitute in-water work.

Figure 2-4. Monitoring / Shutdown Zone



3.0 MARINE MAMMAL MONITORING

3.1 Observers and Procedures

The Navy shall conduct a pre-construction briefing with the contractor. During the briefing, all contractor personnel working in the Project area will watch the Navy's Marine Species Awareness Training presentation.

Marine mammal observers ("observers") designated by the contractor will be placed at the best vantage point(s) practicable to monitor for marine mammals and implement shutdown/delay procedures when applicable by calling for the shutdown to the hammer operator. The observers will have no other construction related tasks while conducting monitoring.

The contractor will adhere to all requirements of the following:

- U.S. Fish and Wildlife Services (USFWS) 2005 Standard Manatee Conditions for In-Water Work (Attachment 1)
- National Marine Fisheries Service 2006 Sea Turtle and Smalltooth Sawfish Construction Conditions (Attachment 2)
- National Marine Fisheries Services 2012 Southeast Region Marine Mammal and Sea Turtle Viewing Guidelines (Attachment 3)
- Requirements of IHA upon issuance by NMFS.

3.2 Methods

The observer(s) will monitor the shutdown zone before, during, and after pile driving and removal.

The observer will be placed at the best vantage point practicable (e.g. from a small boat, construction barges, on shore, or any other suitable location) to monitor for marine mammals and implement shutdown/delay procedures when applicable by calling for the shutdown to the equipment operator(s). Elevated positions are preferable; it shall be the contractor's responsibility to ensure that appropriate safety measures are implemented to protect observers on elevated observation points. If a boat is used for monitoring, the boat will maintain minimum distances from species (should they occur) as described in National Marine Fisheries Services' 2012 Southeast Region Marine Mammal and Sea Turtle Viewing Guidelines (Attachment 3).

- During all observation periods, observers would use binoculars and the naked eye to search continuously for marine mammals;
- If the shutdown zone is obscured by fog or poor lighting conditions, pile driving will not be initiated until the entire shutdown zone is visible.
- The shutdown zone will be monitored for the presence of marine mammals before, during, and after any pile driving or removal activity.

Pre-Activity Monitoring:

The shutdown zone will be monitored for 15 minutes prior to in-water construction/demolition activities. If a marine mammal is present within or approaching the shutdown zone, the activity would be delayed until the animal(s) leave the shutdown zone. Activity would resume only after the observer has determined, through re-sighting or by waiting approximately 15 minutes that the animal(s) has moved outside the shutdown zone. The observer will notify the monitoring coordinator/construction foreman / POC when construction activities can commence.

During Activity Monitoring:

The shutdown zone shall include all areas where the underwater sound pressure levels are anticipated to equal or exceed the Level A (injury) criteria for marine mammals (180 dB re 1 μ Pa isopleth for cetaceans). The shutdown zone will always be a minimum of 15 meters (m) (50 ft.) to prevent injury from physical interaction of marine mammals with construction equipment (Figure 2-2).

If a marine mammal, sea turtle, or smalltooth sawfish enters a shutdown zone during any in-water work, activity will be halted and delayed until either the animal has voluntarily left and been visually confirmed beyond the shutdown zone or 30 minutes have passed without re-detection of the animal.

Post-Activity Monitoring:

Monitoring of the shutdown zone will continue for 30 minutes following the completion of the activity.

3.3 Data Collection

The following information will be collected on sighting forms used by observers:

- Date and time that pile driving or removal begins or ends
- Construction activities occurring during each observation period
- Weather parameters identified in the acoustic monitoring (e.g., wind, temperature, percent cloud cover, and visibility)
- Tide state and water currents

If a marine mammal, sea turtle, or smalltooth sawfish enters the shutdown zone, the following information will be recorded once shutdown procedures have been implemented:

- Species, numbers, and if possible sex and age class of marine mammals
- Behavior patterns observed, including bearing and direction of travel
- Location of the observer and distance from the animal(s) to the observer

If possible, photographs of the animal(s) will be taken and forwarded to the Naval Facilities Engineering Command Southeast Environmental point of contact.

Data collection forms shall be furnished to the Environmental point of contact within a mutually agreeable timeframe.

3.4 Equipment

The observer(s) shall be equipped with the following:

- binoculars (7 x 50 power or greater) to ensure sufficient visual acuity while investigating sightings
- portable radios or cellular phone(s) to rapidly communicate with the appropriate construction personnel to initiate shutdown of pile driving activity if required
- a digital camera for photographing any marine species sighted
- data collection forms
- Compass/GPS

3.5 Observer Monitoring Locations

In order to effectively monitor the shutdown zones, marine mammal observers will be positioned at the best practicable vantage point(s), taking into consideration the behavior of marine mammal species likely to enter the area, security, safety, and space limitations at the waterfront, in order to properly monitor these zones. Observers may be stationed in small vessels or on the wharf at a location that will provide adequate visual coverage for the marine mammal shutdown zone.

3.6 Interagency Notification

If the Navy encounters an injured, sick, or dead marine mammal, NMFS will be notified immediately. Such sightings will be called into the NMFS Stranding Coordinator for the Southeast:

Erin Fougères, Ph.D.
Marine Mammal Stranding Program Administrator
NOAA Fisheries
Southeast Regional Office
263 13th Avenue South
St. Petersburg, FL 33701
e-mail: erin.fougeres@noaa.gov
office: 727-824-5323
fax: 727-824-5309

The Navy will provide NMFS with the species or description of the animal(s), the condition of the animal (including carcass condition if the animal is dead), location, the date and time of first discovery, observed behaviors (if alive), and photo or video (if available).

Care should be taken in handling dead specimens to preserve biological materials in the best possible state for later analysis of cause of death, if that occurs. In preservation of biological materials from a dead animal, the finder (i.e. marine mammal observer) has the responsibility to ensure that evidence associated with the specimen is not unnecessarily disturbed.

4.0 REPORTING

A draft report of any incidents of marine mammals entering the shutdown zone will be forwarded to NMFS / USFWS no later than 31 November 2016. A final report would be prepared and submitted to NMFS within 30 days following receipt of comments on the draft report from NMFS.

5.0 REFERENCES

- Hannigan, P. (2011). Pile Driving Equipment. 2011 PDCA Professor Pile Institute. Produced by GRL Engineers, Inc. Retrieved from <http://www.piledrivers.org/pdpi-pat-hannigan.htm>. Accessed on 04 November 2012
- National Marine Fisheries Service. (2013). Incidental Harassment Authorization for Wharf C-2 Recapitalization Project at Mayport, FL. Issued 25 November 2013.
- U.S. Department of the Navy. (2013a). Request for an Incidental Harassment Authorization Under the Marine Mammal Protection Act for the Wharf C-2 Recapitalization Project, Navy Region Southeast.
- U.S. Department of the Navy (2013b). Environmental Assessment Wharf C-2 Recapitalization at Naval Station Mayport, Florida.
- U.S. Department of the Navy. (2015). Request for an Incidental Harassment Authorization Under the Marine Mammal Protection Act for the Wharf C-2 Recapitalization Project, Navy Region Southeast. April 2015.